

chief of Heber Hospital between 1957 and 1960.

On the 1st of March, 1960, Dr. Green established his own private practice, separate from Heber Hospital.

While living in Heber the two daughters of Dr. and Mrs. Green married two fine local men. Sondra was first to marry, on September 9, 1960, in the Salt Lake LDS Temple, to Steven A. VanWagoner, son of Ammon and Phyllis Cummings Van Wagoner, and on July 27, 1961, Honalee Green was married to Carl William Seiter, son of Walter H. and Alice Facer Seiter, in the Swiss LDS Temple.

### JOHN GALLAGHER, SARAH ROBINSON AND ELVIRIA BRITTINGHAM



John Gallagher was born December 14, 1809, in Liverpool, England, son of Thomas Gallagher and Ann Stephensen.

He married Sarah Robinson, from which union issued three children: Thomas, John William, and Emma.

Married to Mary Elviria Brittingham. Children: Ephraim, Mary Elviria, and eleven other children not listed.

John Gallagher's parents came from Ireland. He had two brothers, William and Edward. He grew to manhood in England, working at his trade of tailor. He was a very good one. He loved drama and acted on some of the largest stages. He played in the early theaters in Utah and was one of the leading men in their company. He was outstanding in drama. A very fine penman, in England he did much of the scribes for them. He kept a place for people who belonged to the Church. They could find hiding and a place to eat and sleep. He heard of the Prophet Joseph Smith and of his

teachings and became converted and was baptized. He managed a mission house for the Elders. His greatest desire was to come to America. After many delays he, with his wife and children, set sail. He married Sarah Robinson of his parish in the Church of St. Martins-in-the-Fields, Liverpool, in the county of Lancaster, in 1839.

They went into Pittsburg, Pennsylvania, where they lived awhile. Then they moved to St. Louis, Missouri. Later they went to New Orleans, where he left his family to go to St. Louis, Missouri, to see if he could get located in his business as a tailor. He found things in St. Louis very good, so he sent for his little family. Accordingly he met the boat and he was handed the three small children. They didn't know what had become of the mother, as she boarded the boat with them. Some of the workers on board had heard a splash, as if a body were falling in the water. They thought the mother had got up to attend the children and had fallen into the river. This was a blow to grandfather.

He met Mary Elviria Brittingham (my grandmother) at the St. Louis mission, where she embraced the gospel and was baptized. They seemed to be meant for each other, and were married. She had seven children. This totaled 10 children in the family. They had 13 children born to them. Grandmother said he was so good to her and her children, that he made a heaven on earth for them. He began to make plans to come to Utah, so they could be with the saints. They left St. Louis in the fall of 1863, traveling with the Captain Herber company, and walked all the way.

Their clothes were made of gray homespun linesey. He was a tailor by profession. He was the first official postmaster of Heber, delivering letters from house to house free of charge. He kept the county records and was prominent in civic affairs. He took out his citizenship at the age of 42. He had to renounce forever all allegiance and fidelity to every foreign power, prince, state and sovereignty whatsoever, and particularly to the queen of Great Britain and Ireland.

### JOHN T. GILES

John T. Giles, son of Frederick and Mary Ann Moulton, was born in "the old fort,"



to Park City. Joseph S. Murdock and his sons; E. J. Duke, John H. Luke and A. C. Hatch operated some of the lines.

Among the fine inspiring traditions in this country of ours is the thrilling slogan: "The mail must go through." It may have been born during the exciting days of the pony express when fearless men risked their lives each day and night. Wherever or however it was born, certainly no finer chapter in the annals of U.S. mail history can be found than that recorded in the almost lifelong service of our fellow townsman, Elisha J. Duke, known and respected throughout the state as "Lishe."

Over fifty years ago a boy in his teens tightened the lines across the back of a freight team and made his first trip from Heber to Park City. James A. Garfield was president then. There wasn't even a telephone connecting Wasatch county which then extended eastward to the Colorado line, with the outside world. What were then called roads would be now termed cow trails. But from that day that same youth now seventy-six years young, has almost daily traveled this route. Thirty-seven years ago President McKinley designated him official mail carrier between Heber and Park City. Of course, that brought better equipment consisting of a string of horses, better adapted to speed and behind them "Lishe" mounted the then famous "white top" mountain road wagon leaving daily on the hour with its load of mail and passengers bound for Park City. With the coming of the railroad, progress seemed to dictate that the mail be brought in by the more modern method of rail delivery. But when it became apparent that mail out of Salt Lake City required a couple of days to reach here, it began to look as if the old method was best after all. Many old-timers still recall the expressions of sympathy that went out to "Lishe" as they watched his caravan of teams pull up legweary and mud-covered to discharge their stacked-up cargo of mail and post that had accumulated because of the always inevitable "snow-slide in Provo Canyon" which except for his faithful adherence to duty would have cut this valley off from communication for weeks at a time. The irony of the situation can be better understood when it is known that for this re-routed mail and post he got little additional pay. Perhaps the most grueling experience in his long career came in February, 1917 when five teams and fifteen men over a period of three days battled to hold aloft that banner—"the mail must go through." Many a winter night new kerosene was added to the family lamp to wait and see if "Lishe" Duke had got in with the mail.

Ripley might well observe that this dependable servant of Uncle Sam and the people of his capacity as mail carrier has traveled each season more miles than is necessary to encircle the globe; he got the mail through if he had to do it on snowshoes or transfer from sleigh to wagon; he has pounded down to their last rattle fourteen model T Fords to say nothing of diverse makes of other cars which have gone to the scrap heap under this relentless grilling; he has never had an accident! never had a vacation; and today at seventy-six you set your clock with the time of his departure or arrival. Maybe the fine mail service we enjoy today per-

Still another feature of governmental service in the community has been the post office. John W. Witt, who operated a small store in the northwest part of Heber, was the community's first postmaster, though he was never officially commissioned by the government. He would receive letters from Provo and Salt Lake, and hold them in his store until patrons called for them.

Organized mail service from the "outside world" was begun in 1862 when Isaac O. Wall began carrying mail on horseback during the summer months. No service was provided during the winter. In Spring months when high water in Provo River made it impossible for horses to cross, Mr. Wall extended a cable from trees on either side of the river and transferred mail pouches with the rider from Provo. p 218

The first official postmaster, John Gallagher, was appointed in 1870 and served faithfully for several years. Helping carry the mail around 1870 were Joseph Stacey Murdock, who had a contract to haul mail from Provo to Echo by way of Heber and Kamas twice a week, winter and summer. Mose Cluff also carried mail for some time.

Succeeding Mr. Gallagher as Heber postmaster was Henry McMullin, Sr., who operated the post office in a room of his hotel where Ashton's Store now stands. The next postmaster was John Duncan, who was succeeded by Richard Bridge. Stage coach operations were begun about this time, and mail service was facilitated by daily stage runs p 219

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mitting a letter to be written, mailed, answered and returned from Salt Lake City in less than 24 hours can be chalked up in part to the credit of "Lishe" Duke who will be gratefully remembered by the people of this county as the man who saw that "the mail must go through."

When the railroad came to Heber in 1899 the Denver & Rio Grande received the mail contract on a daily basis. Fred Hayes was postmaster for a short time and then was followed by John A. Smith who served until March 1, 1915. Dan McMillan was appointed next and served until November 1, 1920. Guy Duke, a veteran of World War I was then appointed and served until December of 1922 when Jay Jensen was appointed. Maranda Smith took office as postmistress on December 18, 1923 and served until February 19, 1936, when the present postmaster, Heber M. Rasband, took office.

Star route carriers during the years have been E. J. Duke who served for more than 40 years, Elijah Davis, John Wall, Willard Davis, Ben Murdock, Jay Cummings and Stacey Wright. Rural carriers who served for more than 30 years each included Lawrence B. Duke, Adolphia R. Duke, and Max Lee.

City postal delivery was established in Heber November 1, 1946, and carriers appointed at that time were Jay O. Johnson, Ray Wright, Bert Lindsay and Garth Rasband. p 221